



The Lióngkóng Telegraph.

N°. 2841

TUESDAY, MAY 12, 1891.

SIX DOLLARS
PER QUARTER

13 MAY '91

Banks.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTORISED CAPITAL \$2,000,000.
PAID-UP CAPITAL \$80,000.

LONDON: Head Office 40, Threadneedle Street, West End Office 3, Cockspur Street.

BRANCHES IN INDIA CHINA, JAPAN AND THE COLONIES.

THE BANK receives MONEY or Deposits, Buys and Sells Bills of EXCHANGE, ISSUES LETTERS OF CREDIT, towards Bills for COLLECTION, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS:
Fixed for 12 months; 5 per Cent. per Annum

6 " 4 "

ON CURRENT DEPOSIT ACCOUNTS 5 per Cent. per Annum on the Daily Balance.

E. W. RUTTER,
Manager.

[10]

INSURANCES.

£1,000 STC. Payable at Age 55, or at death if previous—may be secured by a payment at the rate of:

£ 7	7	6	{ per quarter if commenced at age (n. b.)	20
8	14	2		25
10	11	2		30
13	4	10		35
17	15	8		40
22	12	6		45

AFTER the Policy has been three years in force—the Policy-holder will be entitled to receive on application a Free Paid-up Policy for proportionate amounts of the sum Assured, as explained in Prospectus, should he wish to discontinue payment of premiums.

DODWELL, CARLILL & Co., Agents, Hongkong.

STANDARD LIFE OFFICE, SOUTH BRITISH FIRE AND MARINE INSURANCE COMPANY OF NEW ZEALAND.

THE Undersigned are prepared to accept FIRE and MARINE INSURANCES on favorable terms. Current rates and a guaranteed Bonus equal to that paid by the local Offices.

GEO. R. STEVENS & Co., Agents.

No. 2, Queen's Road, Hongkong. Hongkong, 1st March, 1891. [154]

GENERAL LIFE AND FIRE ASSURANCE COMPANY IN LONDON.

THE Undersigned having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE and LIFE at Current Rates.

REUTER, BROCKELMANN & Co., Agents.

Hongkong, 1st July, 1891. [164]

THE EQUITABLE LIFE ASSURANCE SOCIETY LTD. OF THE UNITED STATES.

RUSSELL & Co., Agents.

Hongkong, 1st November, 1891. [167]

NOTICE.

THE MAN ON INSURANCE COMPANY LIMITED.

CAPITAL SUBSCRIBED \$1,000,000.

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN, Secretary.

HEAD OFFICE, No. 2, Queen's Road West, Hongkong, 1st February, 1891. [165]

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY (LIMITED).

CAPITAL, TAELS 600,000. EQUAL TO \$33,333.33

RESERVE FUND \$31,000,000.

BOARD OF DIRECTORS.

Liu Sing, Esq. | Lo Yee Moon, Esq.

Liu Tso Shun, Esq. | Manager—HO AMEL.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST, Hongkong, 1st December, 1891. [166]

MASONIC.

VICTORIA PRECEPTORY.

A REGULAR MEETING of the Victoria Preceptory will be held on FRIDAY, the 16th instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 8th May, 1891. [165]

PERSEVERANCE LODGE OF HONGKONG, No. 116, E.C.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on SATURDAY, the 16th instant, at 8.30 for 9 p.m. precisely. Hongkong, 9th May, 1891. [165]

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS and LUMBER Always on Hand.

Hongkong, 1st June, 1891. [166]

Notices of Firms.

STANDARD LIFE ASSURANCE COMPANY.

THE Undersigned have this day been appointed Agents for the above Company at Hongkong.

DODWELL, CARLILL & Co., Agents.

Hongkong, 11th May, 1891. [164]

AGENCY MITSU BISHI COLLIERIES.

MR. JOHN GRANT will take charge of this Colony during my absence from the Colony.

H. U. JEFFRIES, Agent.

Hongkong, 21st April, 1891. [162]

NOTICE.

MESSRS. DODWELL, CARLILL & Co. are this day appointed Agents for the GUION SHIPSTEAM COMPANY, LIMITED in Hongkong, China and Japan.

A. MARSHALL, Special Representative Gilson Steamship Co., Limited.

Hongkong, 8th May, 1891. [165]

NOTICE.

THE Undersigned have this day established themselves at LONDON, SHANGHAI, HONGKONG, KOBE, and YOKOHAMA.

COMMISSION MERCHANTS and SHIPPING AGENTS,

trading under the name of DODWELL, CARLILL & Co., and have authorized Mr. EDMOND SINGLETON WHEELER to represent them in Hongkong and to sign the Firm per procuratum.

GEO. B. DODWELL } Shanghai.

A. J. H. CARLILL } Hongkong, 7th May, 1891. [160]

NOTICE.

THE Partnership between HOLMES and RODYK, Solicitors, is dissolved to-day by mutual consent.

HENRY J. HOLMES, ARTHUR B. RODYK.

Hongkong, 14th April, 1891. [170]

NOTICE.

THE Undersigned will carry on business at his OFFICE NO. 51, Queen's Road.

HENRY J. HOLMES, Solicitor.

Hongkong, 14th April, 1891. [170]

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NOTICE.

For Sale.

IMPORTANT INTIMATION.

NOW READY.

(PUBLISHED BY AUTHORITY.)

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST," A DIRECTORY AND WORK OF REFERENCE ON ALL IMPORTANT LOCAL SUBJECTS FOR HONGKONG, MACAO, CHINA, JAPAN, THE STRAITS SETTLEMENTS, SHAM, INDO-CHINA, NORTH BORNEO, THE PHILIPPINES, AND COREA, FOR THE YEAR 1891.

PRICE THREE DOLLARS.

THE HONGKONG DIRECTORY has again been enlarged and is THE CHEAPEST, MOST COMPLETE, AND ONLY RELIABLE WORK OF THE KIND PUBLISHED IN THE FAR EAST.

THE above named work, published at the Office of "THE HONGKONG TELEGRAPH," contains a Directory for the Ports in the large portion of Asia comprised between Penang, in the Straits Settlements, and the Northern Chinese Ports, including Vladivostock, Formosa, the Treaty Ports of China and Japan, Cochinchina, the Philippine Islands, Corea, British North Borneo, the British Colony of Hongkong and the Portuguese Colony of Macao. It also contains the Principal Treaties between European countries and the United States and the countries East of the Straits, including the Treaties and Conventions between China and Great Britain, France, Germany, Russia, the United States of America, Brazil, Japan, Peru, Spain, and Portugal; together with conditions of Trade, and the Port, Customs, Consular, and Harbour Regulations for the Ports of China and Japan; also descriptions of the various Ports, with the latest Trade Statistics taken from the Reports of the Imperial Maritime Customs and other reliable sources.

The various Governments and Municipal Corporations, and all Public Bodies and Companies, Bankers, Merchants, Consuls, Professional men, and other Residents, have supplied the necessary matter, upon forms specially sent for that purpose so as to ensure accuracy. The Naval and Military portions have been taken from the latest published official lists and revised at Head-quarters; in fact, no pains have been spared to make "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" a handy and perfectly reliable book of reference for all classes.

In addition to the information enumerated above "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" for 1891 contains a carefully revised INDEX TO THE ORDINANCES OF HONGKONG.

A SPECIAL LIST OF FOREIGNERS employed in Steamers making short voyages from Hongkong.

THE PRIVATE RESIDENCES of the Principal Government Officials, the Leading Merchants, the Foreign Consuls, Professional Men, Judges of the Peace, &c.

A LADIES DIRECTORY FOR HONGKONG; The latest and only reliable PLAN OF THE CITY OF VICTORIA, showing the proposed Reclamations and all recent additions and improvements, AND

A Mass of interesting information on various subjects culled from the most trustworthy sources.

A SPECIAL FEATURE IN THIS PUBLICATION WILL BE A CHAPTER ON SPORT, (amended and corrected to date) dealing with almost every branch of the subject, including RACING, CRICKET, ATHLETICS, AQUATICS, &c., &c., &c.

THE WINNERS of all IMPORTANT RACES at HONGKONG, SHANGHAI, FOOCHOW, and AMOY, with times, and other interesting particulars, carefully compiled from the most reliable sources, make "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST," a vade mecum for all classes of sportsmen.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" for 1891 is printed on a superior quality of Paper, and is the best printed and most handsomely bound volume ever published East of the Suez Canal.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" in order that it may circulate extensively outside this Colony, is published at a POPULAR PRICE, and can be ordered at This Office, or through any of our Agents at the various Ports, for THREE DOLLARS.

There is not space in the compass of an Ordinary Advertisement to detail all the information introduced into the work, but it may be fairly assumed that no such Directory has ever been published, either in Hongkong or any other part of the East, at such a low price.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" offers Special Advantages as an Advertising Medium. It has an extensive circulation in all Ports between Singapore and Newchwang, in the Australasian Colonies, the United States, and the United Kingdom, and the scale of charges has been fixed at an exceptionally low rate. Terms can be learned on application.

Suggestions for the improvement of this work are respectfully solicited.

Orders for COPIES, and for ADVERTISEMENTS may be sent to the Agents at the various Ports, or to the Office of

"THE HONGKONG TELEGRAPH," Plover's Hill, Hongkong.

(Hongkong, 1st January, 1891.)

Intimations.

DAKIN BROS. OF CHINA, LIMITED,
DISPENSING CHEMISTS, &c.

CHEMISTS AND AERATED WATER MANUFACTURERS.

A REFRESHING, WHOLESOME DRINK

DAKIN'S LEMON SQUASH.

A VERITABLE LEMON SQUASH
AERATED, COOLING, THIRST QUENCHING.

PER DOZEN 50 CENTS.

(Telephone No. 60.)

No. 22 & 24, QUEEN'S ROAD CENTRAL.
Hongkong, 4th May, 1891. [3]

BY APPOINTMENT.

WINES AND SPIRITS.

A. S. WATSON & CO., LTD.
ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED
WATERS.

Our New Factory has been recently refitted with automatic Steam Machinery of the latest and most approved kind, and we are well able to compete in quality with the best English Makers.

The purest ingredients only are used, and the utmost care and cleanliness are exercised in the manufacture throughout.

LARGE BOMBAY SODAS

We continue to supply large bottles as heretofore, free of Extra Charge, to those of our Customers who prefer to have them in ordinary size.

COAST PORT ORDERS, whenever practicable, are despatched by first steamer leaving after receipt of order.

FOR COAST PORTS. Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good order.

Countership Order Books supplied on application.

Our Registered Telegraphic Address is, "DISPENSARY, HONG KONG," And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock—

PURE AERATED WATERS

SODA WATER

LEMONADE

POTASH WATER

SELTZER WATER

LITHIA WATER

SARSPARILLA WATER

TONIC WATER

GINGER ALE

GINGERADE,

No Credit given for bottles that look dirty, or greasy, or that appear to have been used for any other purpose than that of Containing Aerated Water, as such bottles are never used again by us.

A. S. WATSON & CO., LIMITED,

Hongkong, China, and Manila.

[5]

The Hongkong Telegraph.

HONGKONG TUESDAY, MAY 12, 1891.

LOCAL AND GENERAL.

MRS. BRICKROW—What kind of a girl have you now, Mrs. Bricketon? Mrs. Bricketon (wearly)—Female.

"Are times so very hard?" asked the customer. "Dey are," answered Ivascilia. "Vay, it won't pay me to fall."

A NEW YORK auctioneer advertises: "For Sale—A large quantity of oil paintings by some of the most ancient masters of the day."

Mrs. Butterfield & Swire inform us that the Ocean Steamship Co.'s steamer *Laurie*, left Singapore yesterday for this port, and is due on the 17th inst.

At Kowloon City yesterday an enterprising curio-hunter by arrangement secured three of the pygmy-tails of the victims. Case of "Heads you lose, tails I win."

ENGLISH AS SHE IS Spoke—Hostess—Can I help you to the butter? Guest—Thank you, I am comfortable where I am, but you might pass the butter to me, if you please.

A WELL KNOWN writer says there are two things needed in these days: First, for rich men to find out how poor men live; and second, for poor men to know how rich men work.

A REGULAR meeting of St. John Lodge, No. 618, S.C., will be held in Frobennians' Hall, Teddington Street, this evening, at 8.30 for 9 o'clock precisely. Visiting brethren are cordially invited.

Suggestions for the improvement of this work are respectfully solicited.

Orders for COPIES, and for ADVERTISEMENTS may be sent to the Agents at the various Ports, or to the Office of

"THE HONGKONG TELEGRAPH," Plover's Hill, Hongkong.

(Hongkong, 1st January, 1891.)

We understand that Mrs. Brown Potter and Mr. Kyle Bellaw will make their first appearance at the Theatre Royal, City Hall, on Saturday night. Particulars will probably be published to-morrow.

"THERE is one thing I don't like about the attacks of the Russian Legation—something I don't think is consistent with good breeding." "What is that?" "They are forever calling one another hard names."

We are informed by the agent of the C. & O. S. S. Co., that the steamship *Gastik*, with mails, &c., from San Francisco to the 25th ult., has arrived at Yokohama, and was under orders to leave for this port to-morrow.

We read that "the first American woman who ever entered a Chinese city was Mrs. Oscar, who has lately died. She circumnavigated the globe with her husband, a sea-captain, sixty years ago, and it was then that she visited China."

The Hon. Treasurer of the Alice Memorial Hospital begs to acknowledge with thanks the following donations to the funds of the Hospital:

Messrs. Johnson Stokes and Master... \$50
Gustav Weier, Esq. 25
G. de Champeaux, Esq. 20

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M

Col. Chas. Child's Long. It accomplished nothing beyond keeping Col. Long from the command of the Korean forces which had been tendered him. Indeed, it was probably never intended that it should accomplish anything else. Mr. Dye certainly never contemplated any work of a serious nature, while Mr. Cummins was physically incompetent to command it. Open or aid in any work of military nature. Beyond a little drill and a few matters of trivial detail, the Korean authorities, under Russian advice, assisted by their own innate inertia and the meddlesome idiocy and malice of the late so-called American Foreign "Adviser," took good care I should not even have a chance to act. I look upon the whole thing as three years of my life wasted, and return home a wiser and poorer man. The chances of my receiving what is due me are very slim so as long as the United States has a State Department as at present constituted. We want diplomats *de carriers* and not *de hazard*—not pettifogging abstruse lawyers fresh from whistling toothpicks on the steps of their village grocery store. Nor have we much further use for broken-down merchants. If my Government is ever to regain its old influence and prestige in the East, a new leaf must be turned over by the next Administration. For beyond appointing dentists to consider positions—probably on the principle of tampering with the enemy's teeth—and the sending to foreign Courts of ministers ignorant of the language and customs of the countries to which they are accredited, the present wielders of executive power in America seem void of any well-founded public policy in the "proper" sense. The colossal fiasco of the Pan-American Congress, followed incontinently by revolts, revolutions and wars in several of the South American states; the McKinley and Silver Bills interfering with and disturbing the resources and finances of my country, are a few instances in point. Until now, by education, conviction and experience I have always been a staunch Republican in every sense of the word—hated of disorder and misrule, fear of the evils of monarchy, and a desire for liberty with fair laws. But now traditions seem to be vanishing, and justice, truth, and honour seem to be disappearing in the treacherous quicksands of financial greed; the selfish seeking after personal aggrandizement and the indifference of the few to the welfare of the many. Thus I waver, uncertain whether America has not pursued a wrong course! After darkness there sometimes comes light.

The recent shocking miscarriage of justice and subsequent catastrophe at New Orleans certainly indicates that improvement of some kind should be sought for; it is, indeed, greatly needed. Natives cannot, of course, expect to progress through cycles of years without using steel and expending blood and treasure. The fidelity of equity has not and can never have a predominant share in the policy of nations. Politics and sentimentalism are incompatible. The introduction of Asiatic savagery in so civilized a community as Louisiana clearly shows a few somewhere either in the form or strength of those who pretend to rule and govern in the name of the sovereign people; and the clever manner in which Sir Julian Pauncefote has managed to get the Fisheries Question submitted to the U.S. Supreme Court is an argument in favour of their want of diplomatic sagacity.

As for the political prospects and future of Korea, I think they may be covered by a cipher: embarrased by excessive and useless expenditure (or such white elephants as a mint, never yet used) in a costly powder mill, now in ruins; an expensive electric light plant for the palace, now out of order; the equally costly and useless machinery for a fraudulent mining scheme; contracts for decayed steamers; and miscreanted schools of various descriptions, the legitimate expenses of the land were they paid would far exceed its revenues. But they are not paid. Instead of being handed with judgment and hasty they are frittered away on various wild-cat adventures. As to the salaries which should be paid to the foreign employés, they pass through the hands of the Korean mandarins, who deposit them in the Japanese Bank, and are ultimately withdrawn from that institution when pressure is brought to bear on them. I need hardly add that the really Japanese are perfectly aware of the provenance of this money which they use to their own advantage, all parties save the foreign employés of Government being satisfied.

Without money the country can accomplish nothing in the way of developing its resources. The opening of roads, the introduction of proper means of transportation, etc., etc., the first steps which should be taken along the line of its industrial and commercial development, are unthought of.

That under his present unique foreign management, any country, corporation or sensible financier would lend to a Government already proven faithless to its public and private engagements is simply preposterous. A mere glance at, and an inquiry into, the history of its hydro-headed foreign management are sufficient. The one an enthusiastic idealist, the other a hungry adventurous jack-of-all-trades, are hardly the men to inspire much confidence either in Korea itself or abroad; especially when it is a remembered that neither party to this duumvirate possessed the slightest particle of executive power and that any day the pro-Japanese-Korean faction, of which they are the mere creatures, may fall or else divide on some issue, may split and the two *Pill Achats* find themselves sworn enemies. Signs of this eventuality were not wanting when I left Korea.

No, I do not think that Korea will get upon its legs soon. For such to be the case things would have to change considerably. Yet I hope to live to see change there for the better.

The present monarch though well meaning is a delicate young man, physically weak and morally weak, and is surrounded by a host of ambitious and venal counsellors. Korea being a monarchy complicated with all the evils of an oligarchy, in case of his demise, the throne would be occupied by the Crown Prince, already, designated for and invested with that title by his suzerain at Peking. This is an evil which none who care for the interests of humanity and civilization in the Far East could wish for Korea. The youth in question being a located sensualist of the worst type, a slovenly idiot who would be nothing more than a tool in the hands of the worst elements in that country. Fortunately an ancient prophecy predicts the extinction of the present dynasty at or about the time of the expiration of the fifth century of its existence. Disturbances and other indications of this coming to pass have shown themselves often of late. And it is not too much to hope that when such an event occurs, the Imperial Government at Peking will be ready to deal promptly and energetically with the difficulty. Otherwise, the peninsula will infallibly pass into the hands of either progressive Russia or superficial and artificial Japan.

Should Russia get the Hermit Kingdom, while not lost to civilization it will, of course, be closed to the commercial world. Should Japan get control as she is straining every nerve of her treacherous policy to do, Korea will be lost to both. The interests of peace, humanity and commerce demand that this should not be. Better by far for China, before it is too late and the game is still in her hands, to insist upon a modification of the meddling policies of Russia, Japan and the United States. The latter's interests being but of a purely sentimental nature, if that. The moribund shambles of a few self-interested plutocrats

in and out of the State Department in Washington are not worth much.

With their own cogent reasons brought forward with sufficient diplomatic skill, backed by her wealth and masses of population supported as she doubtless should and would be by England's moral support, the Empire could compel the modification of the Li—Lo treaty without firing a shot, and bring that singular race of Confucianists to try and imitate the annexation policy and colonization schemes of their betters resulting in a merited realization of their true position. For the cause of Korea's troubles in 1884, the Japanese have been and still are a curse to the land in which, as the inhabitants are almost all pro-Chinese if anything, they are most unpopular.

Indeed why wait? Why, in the exercise of his Imperial prerogative, should not the "Master" at Peking at once dethrone the present Wang (or prince) and place in his stead, if such can be found, some Korean more intelligent and able, and who, further, may be trusted to make of Korea what by nature is designed to be—the easternmost bulwark of the Chinese Empire. The sooner this is *un fait accompli* the better for those who have vast commercial and political interests at stake in the event of a sudden outbreak of war in this part of the world.

I have given you my views on questions at issue, and if they prove of value in clearing up the clouds of intrigue and bascality now hanging over the peninsular kingdom I shall feel well repaid for having gone to the trouble of carefully studying the situation in the "far-away land of Choo-hai."

THE ENGLISH FLAG.

[The following Jingle, by Rudyard Kipling, has got into the *National Observer*. Our readers will see the present allusion to the serious difficulty which occurred yesterday at Poh-tse City.]

"Above the portico a flag-staff, bearing the Union Jack, remained fluttering in the flames for some time, but ultimately, when it fell the crowds rent the air with shouts, and seemed to see significance in the incident."—*Daily Paper*.

Winds of the World, give answer! They are whimpering to and fro—

And what should they know of England who only England know?

The poor little street-beat people that vapour and suie and bring,

They are lifting their heads in the stillness to yelp at the English Flag.

Must we borrow a clout from the Boer—lo plaster anew with dirt?

An Irish lad's bandage, or an English coward's shirt?

We may not speak of England; her Flag's to sell or share,

What is the Flag of England? Winds of the World, declare!

The North Wind blew:—"From Bergen my steel-shod vanguards go;

I chase your lazy whalers home from the Disko fiel;

By the Great North Lights above me I work the will of God;

And the liner splits on ice-field or the Dogger fills with cod.

The lean white bear, hath seen it in the long, long Arctic night;

The musk-ox knows the standard that flouts the Northern Light;

What is the Flag of England? Ye have but my barge to dare;

Ye have but drifts to conquer. Go forth, for it is there!

The South Wind sighed:—"From the Virgin my mid-seas course was t'ren;

Over a thousand islands lost in an idle main,

Where the sea-eg flames on the coral and the long-backed bre-kers croon;

Their endless ocean legends to the lazy, locked lagoon;

My basking sunfish know it, and wheeling albatross,

Where the lone wave fills with fire beneath the Southern Cross;

What is the Flag of England? Ye have but my reefs to dare,

Ye have but seas to furrow. Go forth, for it is there!"

The East Wind roared:—"From the Kuriles, the Bitter Seas, I come,

And me men call the Home-Wind, for I bring the English home.

Look—look well to your shipping! By the breath of my mad typhoon,

I sweep your close-packed Praya and beached your best at Kowloon!

The desert-dust hath dimmed it, the flying wild-ass knows,

The scared white leopard winds it across the sinless snows;

What is the Flag of England? Ye have but my sun to dare,

Ye have but sands to travel. Go forth, for it is there!"

The West Wind called:—"In squadrons the thoughtless gallions fly;

That bear the wheat and cattle lost street-bred people die.

They make my mighty portier, they make my house their path;

And I loom my neck from their service and whelm them all in my wrath.

But either in calm or wrack-wreath, whether by dark or day,

I heave them whole to the conger or rip their plates away,

First of the scattered legions, under a shrieking sky,

Dipping between the rollers, the English Flag goes by.

The dead dumb fog hath wrapped it—the frozen dew has kissed—

The naked stars have seen it, a fellow-star in the mist;

What is the Flag of England? Ye have but my breath to dare,

Ye have but my waves to conquer. Go forth, for it is there!"

DEATH OF A FAMOUS ENGINEER.

The *Glasgow Herald* of April 6th gives the following interesting account of the career of Mr. A. Bryce-Douglas, one of the best known and most accomplished of marine engineers, whose death was reported in our columns a few weeks ago:

"With regret we have to announce the death of Mr. Archibald Douglas Bryce-Douglas, managing director of the Naval Construction and Armaments Company, which took place yesterday morning, at his Ayshire residence, Seaford Tower, Ardrossan. Mr. Douglas was a man of splendid physique and naturally robust constitution, but he had been suffering from occasional illness for the past six months. On Wednesday of last week he was present at the launching of the *Empress of Japan*, one of the first of vessels built at the Barrow establishment for the Canadian Pacific Railway Company, intended for the service between Vancouver and Japan and China. The pioneer of these steamers, the *Empress of India*, is now on her way from Hongkong to Vancouver on her maiden voyage. The sister ship, the *Empress of Japan*, had most successful trials

Saturday week. On the way down Mr. Douglas took ill, and was prescribed for by a medical gentleman who happened to be on board. He recovered sufficiently to be conveyed on shore on the afternoon of Sunday and to go to his residence at Ardrossan. He was not once seen by Dr. Macdonald, Ardrossan, who perceived the serious character of the illness, called in the assistance of Dr. Samuel J. Moore, of this city. It is supposed that Mr. Bryce-Douglas had caught cold on board the new ship, and *peritonitis* had set in. From Monday morning Dr. Macdonald, assisted by trained nurses, remained in constant attendance on his patient day and night, and Dr. Moore in consultation sometimes twice a day, but the inflammation had got so firm a hold on the system before active treatment was commenced that human skill proved unavailing, and death took place at ten minutes past five yesterday morning.

Mr. Bryce-Douglas was born in the year 1840, and has thus been cut off in the prime of his life, in the mid-life of his usefulness, and before he had reached the full measure of the eminence anticipated for him by his friends. He was the son of the Rev. John Bryce, who was for a period of 28 years parish minister of Ardrossan, where he died in the year 1859. Like many another son of the manse, young Bryce was destined by his parents for the ministry of the Church; but his bent lay in another direction, and as from his earliest days he had a mind and a will of his own, his father wisely gave way, and allowed him to carve out his own path through life. At the age of 17 he was apprenticed to Mr. Robert Drape, joiner, Ardrossan, and at that occupation he remained for three years. But not yet had he found his vocation, and at the end of that time he removed to Glasgow, and entered the engineering establishment of Randolph, Elder & Co., at that time situated in Centre Street. Here he found congenial work, and throwing himself into it with all the ardour of his nature, he soon attracted the attention of Mr. Randolph, the head of the firm, who predicted for him, even at that early age, a distinguished career. But he was not content to remain for more than a few years in the Centre Street establishment. He had always been possessed by a spirit of adventure, and early in the sixties he shipped as a steerage passenger in a sailing vessel for Australia. On the way out the carpenter died, and young Bryce was offered, and accepted, the situation rendered thus vacant. He spent some time roaming about Australia, enjoying the stirring life of the colony, and laying up a wonderful store of experiences, with which afterwards he was wont to entertain his friends. But neither was this life to his liking; and next he shipped as a sailor before the mast with a well-known captain of one of our ocean liners, for Callao, on the Pacific Coast. Here he found employment as an engineer with the Pacific Steam Navigation Company, and thus formed a connection which may be said to have terminated, only with his death. In the year 1856 he revisited Scotland, and after spending a few months with his friends he returned to Callao, to become assistant engineer of the Pacific company. This position he held till 1869. In that year the headquarters of the company were removed from the island of Tabago, in the Bay of Panama, to Callao, on the establishment of a line of steamers to sail direct between Liverpool and Valparaiso; and a vacancy taking place at the same time in the office of superintendent engineer, Mr. Bryce received the appointment, which he held for a period of six or seven years. On his way home an incident occurred which was an index of the character of the man. A small coal-laden vessel had stranded in the Bay of Panama. He took with him from Callao a staff of men and the necessary appliances with the view of raising her. On arriving in the Bay he learned that the *Tugus*, one of the Royal Mail Company's steamers, had gone ashore near Callao. Unable on account of the heavy sea to accomplish the work which he had come to do, he crossed the isthmus with his staff and appliances, and successfully carried out the more difficult task of raising the *Tugus*. The other vessel was also raised in due course. Mr. Bryce not only directed but took an active part in working the saving bells and repairing the hulls, his fertility of resource being displayed on the occasion by the employment of a locomotive to move the pumps. For the raising of the steamer the Pacific Company claimed £10,000 as salvage, and Captain Davis, the chief engineer, Mr. Bryce resisted, and raised an action in the Court of Session, which proved unsuccessful. On carrying the case, however, to the House of Lords, his contention was partially sustained, and he received a sum of £6,000.

On his return to Scotland Mr. Bryce resumed his connection with the firm in which he had received his early training becoming head of the engineering department at the Fairlie Id Works, which were then carried on under the denomination of Messrs. John Elder & Co. Here he remained until he removed to Barrow, in 1870. There he was promoted to the rank of chief engineer, and obtained a large salary. In the following year he was appointed to the *Orion*, one of the Royal Mail Company's steamers, had gone ashore near Callao. Unable on account of the heavy sea to accomplish the work which he had come to do, he crossed the isthmus with his staff and appliances, and successfully carried out the more difficult task of raising the *Tugus*. The other vessel was also raised in due course. The whole of these vessels were engaged under the superintendence of Mr. Bryce-Douglas, as well as the *Orient*, the *Austral*, and the *Ormus* for the Orient Line. He also constructed the engines for the *Civis*'s yacht, the *Lividale*, for the Italian ironclad *Magnifico*, and for several of the numerous vessels for the British Navy which were turned out of the Fairlie yards. He also re-engined the Russian warship *Peter the Great*.

Mr. Bryce-Douglas's connection with Barrow commenced in 1856, when engines of his design were built under his supervision for the Pacific Steam Navigation Company's steamers *Oruba* and *Ortakab*, which were constructed by the Barrow Shipbuilding Company. These were two of the earliest examples of engines of the triple-expansion type put into ocean-going steamers. In 1858, influenced by Lord Hartington and other capitalists, Mr. Bryce-Douglas accepted the position of managing director of the Naval Construction and Armaments Company, which took over the works of the Barrow Shipbuilding. The latter company had all along been an unsuccessful enterprise, but under the new régime several important improvements and extensions were made, and new plant and machinery were laid down. Important contracts were soon secured, which rapidly brought about a renewal of activity in the shipbuilding and engineering trades of the port. Among the first orders Mr. Bryce-Douglas procured were four steamers of large size and full power for the Pacific Steam Navigation Company, a number of steamers for the British and African Steam Navigation Company, and for Messrs. Elder, Dempster & Co., of Liverpool. He also obtained the contract for three second-class cruisers to be built for the Admiralty—all of which have been launched, and one (the *Latona*) delivered, while the second cruiser, the *Melampus*, will be handed over to the Admiralty at the close of this month. He also undertook the building of three high-speed 6,000 tons steamers for the Canadian Pacific Railway Company, and intended for the service between Vancouver and Japan and China. The pioneer of these steamers, the *Empress of India*, is now on her way from Hongkong to Vancouver on her maiden voyage. The sister ship, the *Empress of Japan*, had most successful trials

over one million gallons produced annually. For Prices and Samples apply to G. RENNIE STEWART, 12, D'Aguilar Street, Hongkong. Established 1870.

SCOTCH WHISKIES.
Finest Pure Malt Scotch Whisky.
O.H.M. Old Highland Malt Whisky.
P.O.S. Fine Old Scotch Whisky.
V.O.S. Very Old Scotch Whisky.

MRS. HARVEY & CO.
DUNDASVILLE DISTILLERY, GLASGOW.
Established 1770.

THE WEIGHTS for the above RACE will be weight for inches, not lbs. to be ascertained by the Company as null and void.

D. GILLIES,
Secretary.
Hongkong, 4th May, 1891. [596]

HONGKONG JOCKEY CLUB.
HONGKONG DERBY, 1892.

THE WEIGHTS for the above RACE will be weight for inches, not lbs. to be ascertained by the Company as null and void.

E. H. GORE-BOOTH,
Clerk of the Course.
Hongkong, 17th March, 1891. [143]

J. & R. HARVEY & CO.
DUNDASVILLE DISTILLERY, GLASGOW.
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SCOTCH WHISKIES.
Finest Pure Malt Scotch Whisky.
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V.O.S. Very Old Scotch Whisky.

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DUNDASVILLE DISTILLERY, GLASGOW.
Established 1770.

THE WEIGHT

Commercial.

LATEST QUOTATIONS.
Hongkong and Shanghai Bank, cum New Issue—\$25 per cent premium, sellers.
Union Insurance Society of Canton—\$95 per share, buyers.
China Trade's Insurance Company—\$63 per share, buyers.
North China Insurance—Tls. 275 per share, buyers.
Canton Insurance Company, Limited—\$115 per share, sellers.
Yangtze Insurance Association—Tls. 70 per share, nominal.
On Tai Insurance Company, Limited—Tls. 150 per share.
Hongkong Fire Insurance Company—\$308 per share, sellers.
China Fire Insurance Company—\$83 per share, sellers.
Hongkong and Whampoa Dock Company—\$97 per cent premium, sellers.
Hongkong, Canton, and Macao Steamboat Co.—\$33 per share, sellers.
China and Manila Steam Ship Company—120 per share, sellers.
Hongkong Gas Company—\$131 per share, sellers.
Hongkong Hotel Company—\$120 per share, buyers.
Hongkong Hotel Co.'s Six per cent. Debentures—\$10.
Indo-China Steam Navigation Company, Limited—30 per cent discount, buyers.
Douglas Steamship Company—\$45 per share, sellers.
China Sugar Refining Company, Limited—\$192 per share, sellers.
Luzon Sugar Refining Company, Limited—\$92 per share, buyers.
Hongkong Ice Company—\$90 per share, buyers.
Hongkong and China Bakery Company, Limited—\$75 per share.
Hongkong Dairy Farm Co., Limited—\$7 per share, sellers.
A. S. Watson & Co., Limited—\$21 per share, sellers.
Chinese Imperial Loan of 1884 B—31 per cent premium, sellers.
Chinese Imperial Loan of 1884 C—5 per cent premium, buyers.
Chinese Imperial Loan of 1886 E—14 per cent premium.
Hongkong Rope Manufacturing Company, Limited—\$125 per share, buyers.
The Hongkong Steam Laundry Co., Limited—\$25 per share, nominal.
Poujoum and Sungkie Dua Samantan Mining Co.—\$4 per share, buyers.
The Raub Gold Mining Co., Limited—80 cents per share, sales and buyers.
Imuris Mining Co., Limited—\$10 per share, sellers.
The Balmoral Gold Mining Co., Limited—\$7 per share, sellers.
Hongkong and Kowloon Wharf and Godown Company—\$8 per share, buyers.
Tonquin Coal Mining Co.—\$40 per share, buyers.
The Hongkong High-Level Tramway Co., Limited—\$6 per share, buyers.
The East Sonno Planting Co., Limited—\$10 per share, sellers.
H. G. Brown & Co., Limited—\$51 per share, buyers.
The Songki Koyah Planting Co., Limited—\$15 per share, buyers.
Cruckshank & Co., Limited—\$35 per share, nominal.
The Steam Launch Co., Limited—nominal.
The Austin Arms Hotel and Building Company, Limited—\$13 per share, sellers.
The China-Horico Co., Limited—\$16 per share, sellers.
The Hongkong Brick and Cement Co., Limited—\$12 per share, sellers.
The Green Island Cement Co.—\$17 per share, sellers.
The Hongkong Land Investment Co., Limited—\$87 per share, sellers.
The Hongkong Electric Light Co., Limited—\$6 per share, sellers.
Geo. Fenwick & Co., Limited—\$14 per share, sales.
The West Point Building Co., Limited—\$30 per share, sellers.
The Peak Hotel and Trading Co., Limited—\$8 per share, sellers.
The Labuk Planting Co., Limited—\$35 per share, sellers.
The Lamau Planting Co., Limited—\$8 per share, buyers.
The Jelebu Mining and Trading Co., Limited—\$7 per share, sellers.
The Selangor Tin Mining Co., Limited—\$1 per share, sellers.
The Shamen Hotel Co., Limited—nominal.
The Kowloon Land Investment Co., Limited—\$15 per share, buyers.
The Bank of China & Japan and the Straits Ltd.—\$17 per share, buyers.
The Bank of China & Japan and the Straits Ltd.—Founders' shares—\$180 per share, sellers.
The Hongkong Marine, Ltd.—nominal.
London and Pacific Petroleum Co., Ltd.—\$15 per share, sellers.
The National Bank of China, Ltd.—30 per cent, dis. sellers.
TEG National Bank of China, Ltd.—Founders' shares, \$425 per share, buyers.

The 'Union' line steamer *Euphrates* left Singapore on the 8th instant and may be expected to arrive on the 14th.
The Austrian-Hungarian Lloyd's S. N. Co.'s steamer *Tisza*, from Trieste, left Singapore on the 8th instant at 5 p.m. and is due here on the 15th.
The Ocean Steamship Co.'s steamer *Lariss* left Singapore on the 11th instant and is due here on the 17th.
The P. & O. S. N. Co.'s steamer *Penang* left Bombay on the 4th instant at 5 p.m. and is due here on the 21st.

CHINA COAST METEOROLOGICAL REGISTER.

11th May, 1891.—At 4 p.m.

STATION.	Lat.	Long.	Temp.	Humidity	Wind.	W.								
Macassar	10° 41'	125° 45'	80	50	N	10	10	10	10	10	10	10	10	10
Bengal	23° 30'	90° 30'	85	50	NE	10	10	10	10	10	10	10	10	10
Amoy	30° 00'	117° 00'	80	50	NW	10	10	10	10	10	10	10	10	10
Canton	30° 30'	113° 30'	80	50	N	10	10	10	10	10	10	10	10	10
Macao	30° 30'	113° 30'	80	50	ENE	10	10	10	10	10	10	10	10	10
Hainan	20° 30'	109° 30'	80	50	S	10	10	10	10	10	10	10	10	10
Cape St. James	30° 30'	113° 30'	80	50	S	10	10	10	10	10	10	10	10	10

12th May, 1891.—At 10 a.m.

STATION.	Lat.	Long.	Temp.	Humidity	Wind.	W.								
Macassar	10° 41'	125° 45'	80	50	N	10	10	10	10	10	10	10	10	10
Bengal	23° 30'	90° 30'	85	50	NE	10	10	10	10	10	10	10	10	10
Amoy	30° 00'	117° 00'	80	50	NW	10	10	10	10	10	10	10	10	10
Canton	30° 30'	113° 30'	80	50	N	10	10	10	10	10	10	10	10	10
Macao	30° 30'	113° 30'	80	50	ENE	10	10	10	10	10	10	10	10	10
Hainan	20° 30'	109° 30'	80	50	S	10	10	10	10	10	10	10	10	10
Cape St. James	30° 30'	113° 30'	80	50	S	10	10	10	10	10	10	10	10	10

The barometer is falling. Gradient very gentle. Weather cloudy and dry, but thunderstorms are scarce (Issued at 10.30 a.m.)

Temperature reduced to level of the sea in inches. Wind and humidity—Temperature in the shade, in degrees Fahrenheit. —Humidity in percentage of saturation. 100 = 100% of saturation with maximum temperature 100 = 100° F. (Issued at 10.30 a.m.)

Barometer—F. (Scale of the weather, 1000 ft. above sea level). 100 = 100° F. (Scale of the weather, 1000 ft. above sea level).

Clouds, & Drifting rain, &c. (Scale of the weather, 1000 ft. above sea level). 100 = 100° F. (Scale of the weather, 1000 ft. above sea level).

Rainbow, &c. (Scale of the weather, 1000 ft. above sea level). 100 = 100° F. (Scale of the weather, 1000 ft. above sea level).

Wind (Scale of the weather, 1000 ft. above sea level). 100 = 100° F. (Scale of the weather, 1000 ft. above sea level).

Clouds, & Drifting rain, &c. (Scale of the weather, 1000 ft. above sea level). 100 = 100° F. (Scale of the weather, 1000 ft. above sea level).

Wind (Scale of the weather, 1000 ft. above sea level). 100 = 100° F. (Scale of the weather, 1000 ft. above sea level).

Clouds, & Drifting rain, &c. (Scale of the weather, 1000 ft. above sea level). 100 = 100° F. (Scale of the weather, 1000 ft. above sea level).

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Wind (Scale of the weather, 1000 ft. above sea level). 100 = 100° F. (Scale of the weather, 1000 ft. above sea level).

Clouds, & Drifting rain, &c. (Scale of the weather, 1000 ft. above sea level). 100 = 100° F. (Scale of the weather, 1000 ft. above sea level).

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Wind (Scale of the weather, 1000 ft. above sea level). 100 = 100° F.